

Triumph Mayflower Club



SUMMER ISSUE 2004 No. 112



FLOWER POWER

THE TRIUMPH MAYFLOWER CLUB

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*When writing to a committee member and you require a reply, please enclose a
Stamped Addressed Envelope*

*Please note that all the above committee members fulfil their positions in their spare time and not
as a full-time occupation, so when contacting them other than by letter, please ensure that
you choose a reasonable time of day*

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Cover: Lineup of Mayflowers at this years National Rally held at the Cotswold Wildlife Park in Bursford, Oxfordshire

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Editorial

Another enjoyable rally

APART FROM the weather our national rally was another great success, although the hotel accommodation could have been better.

A total of 17 Mayflowers turned up along with a number of carless members including a very fit looking Reg Varney. It was good to seem him again along with his pictures of rallies past.

I won't say any more on the rally because it will be reported elsewhere only to say well done Howard and all the others who made the day a success.

I had a fairly comfortable journey home apart from my windscreen wipers failing in a cloud burst on the M25. After



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a little gentle persuasion they achieved a half-screen sweep which enabled me to continue home, albeit with a stiff neck!

Subscriptions

Would members who have not yet paid their subscriptions for 2004-5 please do so as soon as possible using the enclosed payment form and send to John Oaker.

The committee try every year to keep the costs of running the club to a minimum and it is a great help if members pay up promptly at the beginning of April. Alas if you have not paid within a few weeks this will be the last magazine you will receive and spares will no longer be available.

Lastly, may I remind members that my e-mail address has changed to: jgogay@aol.com although the old address can still be used for a few months.

Copy dates

The last copy dates for the next three issues of Flower Power are: 4th September 2004 — Issue 113; 3rd December 2004 — Issue 114. Copy can be sent by post or e-mail prior to these dates.

Chairman's report

by Peter Benfield

MAY AND early June have provided a wonderful background for classic car motoring with an abundance of blossom, hawthorn and laburnum in particular, making driving our vehicles a real pleasure through the countryside.

Let's hope this wonderful weather continues and helps to make our 30th anniversary gathering at Burford a really special occasion.

One of the pleasures of attending rallies is invariably the choice of venue.

I attended a small gathering of classics at Beningborough Hall, a few miles north of York, which provided not only good company but a tour of the hall which was used by RAF personnel in World War II, flying on bombing missions from Linton on Ouse.

A most interesting library gave accounts of life in the hall at the turn of the century and of course the day to day life of the RAF crews involved in their dangerous missions.

The weekend of June 5 and 6 saw KSF 804 making its way north to the annual gathering at Mellerstain House, north of Melrose in the Scottish Borders, the ascent to Carterbar provides a real challenge to our vehicle in particular with a long drawn out slow incline to negotiate.



Don and Sue Henderson visiting me on their vacation to the UK in March



Ready for the "Regularity Run" at Mellerstain on June 4

The first half of the climb can be achieved in top gear but one has then to drop to second gear with the inevitable high revs needed to keep up the momentum. Inclines such as these do show up the gap between second and top gears on our gearbox.

WANTED
**Contributions
for Flower Power**
No. 113

**PLEASE KEEP THE
LETTERS AND
E-MAILS COMING IN**

Anything about
Mayflowers,
Rallies, Autojumbles, etc

Send to:
Acting Editor, John Gogay
by post or E-mail

We took part in the Saturday afternoon 10-mile regularity run — quite a haul with two adult back seat passengers. This is a pleasant run with various clues to pick out en route but with no time limit involved.

Our route took us eastwards towards the coast through wonderful scenery and included the villages of Ford and Etam.

Ford provided a most pleasant surprise where we met up with Terry Gordon and his wife Olwen, who now run the village Post Office, shop and tea room.

They gave us a wonderful welcome — in fact our stay was much longer than anticipated — perhaps because of this we were the last car to arrive back at Mellerstain!

Ford and Etam are two very interesting historic villages and this part of Northumbria can provide a really relaxing holiday.

The Sunday Gathering included four Mayflowers, those of Forbes Alexander, Ian Watt, John Burgess and myself. Once again plenty of interest was shown



Terry Gordon looking over Peter Benfield's car at Mellerstain with John Burgess' on the left

in our vehicles. Terry also came and we were grateful for his interest and support.

I have just returned from our 30th Anniversary Rally at the Cotswolds Wildlife Park in Burford. A total of 17 Mayflowers were present together with Reg Varney, one of the founder members of the club.

A comprehensive account of the weekend will appear in the next issue of Flower Power, in the meantime enjoy your motoring and keep the Editor informed of your interesting outings.



Malcolm Barnsley's concours winning Mayflower at the rally in the Cotswold Wildlife Park, Burford

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**Details from the
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Ghost story

**by David Turner, President
Tidewater Triumph Register**

ONE EVENING in late September 1969, I was driving my Triumph Spitfire down country roads just south of Birmingham, England on my way to stay with a friend some 90 miles from where I lived.

The weather had turned bad, the wind had picked up to gale force, and it was raining very heavily as it had been for several days. I was following a picturesque but twisty route along the side of the River Severn, a major waterway.

The road, that I had travelled many times, meandered along the riverside for many miles. It was very treacherous with fallen leaves and driving rain.

It was almost dark, and my car lights were having little to no effect on the unlit road ahead.

As I started to turn a sharp bend just before going over an old wooden bridge that crossed the river, I saw a light on the side of the road. A man with a flashlight jumped out in front of the car, flagging me down.

As I hit the brakes the car skidded and ended up in a deep ditch on the other side of the road. When I finally got out of the car looking for the man with the light, all I could see was the rear of an old Triumph Mayflower going off around the bend.

Still a little dazed and shocked, I had no idea how I was going to get the Triumph out of the ditch. I remembered seeing a small bed and breakfast a few hundred yards up the road, so I started to walk back in the hope that I could use their phone.

The house was in total darkness and looked deserted. I knocked on the door

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and after a while an elderly man named Phil opened the door looking at me with some surprise.

I explained my situation and he let me in. The power was out and the telephone was down, but he offered me a bed for the night and said he had an old tractor and would help me to pull the car out of the ditch in the morning.

He asked me with a quizzical look on his face to repeat my story asking in detail about the man with the flash light. After I had told my story several times he showed me to my candlelit room.

Bacon and coffee

The next morning was bright and sunny. I had slept in late, the weather had cleared, the smell of bacon and coffee filled the room, and yes the electricity was back on.

As I was sitting at the breakfast table drinking coffee, Phil came in with a big plate of eggs and bacon, sat down and told me how lucky I was.

He had been out walking his dog and went to inspect my car. He walked on around the bend to see that the old bridge had been completely washed

away. If I had gone just 100 yards further, I would have been lost in the raging river.

How can that be I asked? The man in the Mayflower went off around that same bend!

"Well, that is the mystery," Phil said, "because the car and the person you saw was a man called Jim Dawson who owned our local garage and Triumph dealership. He wrecked his car and died on that same bend ten years ago to the day!"

We both sat in silence.

This story was published in The Vintage Triumph #88 publication and I thought Mayflower Club members might enjoy reading it.

*Happy Mayflowering to all from
Hot Springs, Arkansas*

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*Letters
... and E-mails*

Ransome money

Dear John,

Please find enclosed cheque for my subscription dues. I am sorry for the delay in returning the above but have just come out of hospital for a minor kidney operation and later this week will find myself half way round the globe as we going to visit our second home in the Philippines, with the view to one day going to live there, despite the murders, kidnappings, etc.

Would you mind paying the ransom demands for me, please.

As far as "Mo" is concerned, not much to report I'm afraid. She sits forlornly in her little nest, not having been out for the last few months, apart from the odd joyride.

I promise to wash, polish and generally take care of her when I return to the UK in a few weeks time.

I no longer own my TD 1800 so will have more time to spend on Mo. Thank you for the nice photo in one of the last magazines you published. Look forward to meeting you all at the next meeting.

Best wishes
Dave Stafford (822)
London SE25

Internet search

Dear Mr Oaker,

We recently decided to search the internet for anything on Triumph Mayflowers. Our main object was to try and find out if Dinky, Corgi or any other make made a model of the car. I have never been able to find one including searching at toy fairs. Do you know if one was ever made?

Your internet pages were very interesting reading and I enclose a sheet of photographs of my car which I owned for five years from March 1966.

I had some very enjoyable times driving it. As you can see, the photo



Happy memories

includes our three children who are now all over 40!

If you have any information on whether a model car was made I would be grateful if you could let me know. Many thanks.

Yours sincerely
Peter S. Paice

An idea for loose core plugs

Dear John,

Sorry for the delay in sending your cheque for the big end shells, I wanted to make sure they fitted, which they did.

Engine is now in the car and started running okay, then the rear expansion plug fell out. Well I hope it didn't blow out! I am always wary of these plugs, scared of over expanding them, so I probably didn't attack it enough.

It is now back in with an epoxy metal mix as you cannot get a good wallop at

it through the bulkhead. Will run engine tomorrow as the plug and sealer should be well set by then.

Here is my idea for the next core plug installation, same as was used on boiler inspection doors.

This could be fitted from inside the engine compartment thus saving ripping out interior carpets to expand the plug, which is difficult to do evenly due to the angle through the bulkhead. Should I patent this idea!!!

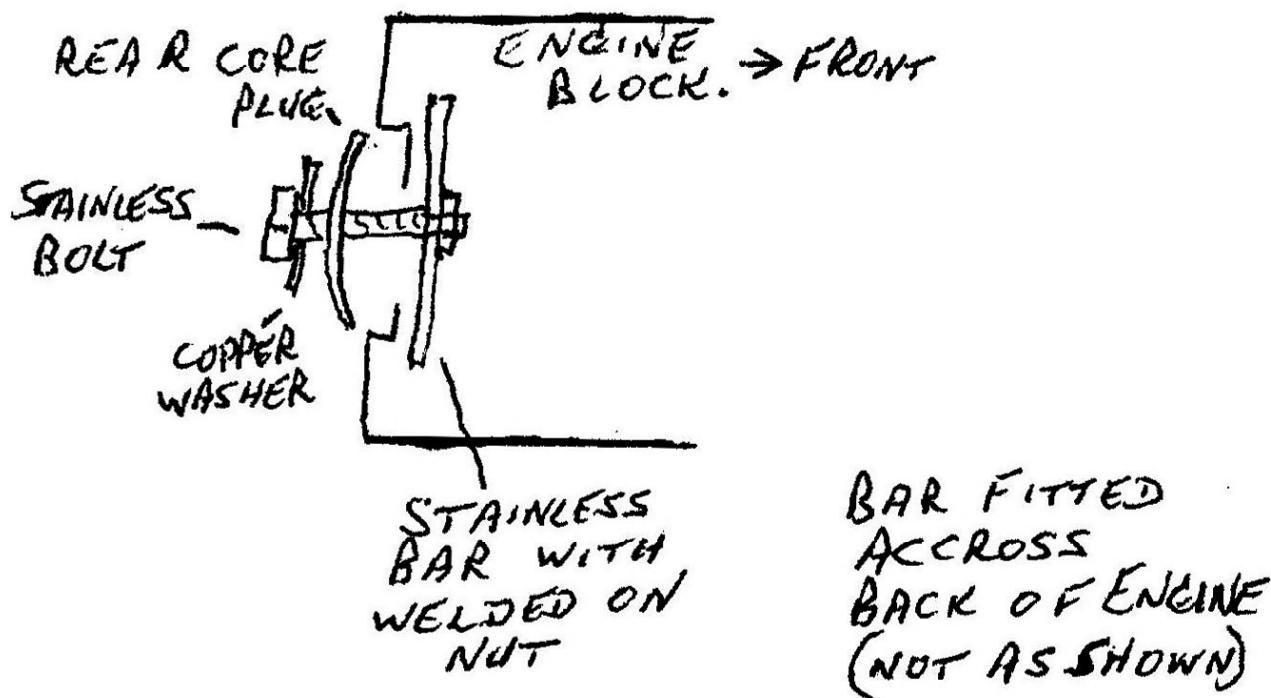
Kind regards
Ian Watt (792)
Fife, Scotland

Triumph Rally

Dear John

Sunday May 30 saw the Triumph Rally at Gaydon, what a lovely day it turned out to be even the promised rain held off until very late in the afternoon.

Jim Poole had both his cars there together with mine but a surprise entry turned up on the back of a trailer PYB



Ian Watt's idea for stopping rear core plugs "falling" out

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86 purchased from John Stevens member No 906. The new owner drove it off the trailer. Surprisingly none of our big sister cars the Renowns were present next to us.

Jim Poole's second car was selected for the final of best in show but no luck the honour went to a Stag.

I had lots of interesting conversations with ex Triumph workers who visited the show, with Coventry being just down the road, lots of nostalgic memories were recounted.

My car was a smelling of fumes on the way to and from the show but still managed to get us home. When I lifted the bonnet there was a lot of oil around the filler so I thought maybe the valve guides need replacing. I set to work on the engine and removed it from the car. When I cleaned the sump out to my horror I found the bottom skirt of a piston, so out came the crank and

pistons to find two compression rings had broken and the bottom of No 4 piston had fallen off below the oil scraper ring. I'm amazed the old girl still managed to motor along the M40 at a steady 50 mph. I'm now in the middle of a big rush to get it finished for the Burford Rally.

Regards Eddie Copson 926

Roadster co-operation

Dear Editor,

I wrote an article, in fact two articles, on overheating problems for *Flower Power* in the Winter Edition 110 and they should in fact have been joined together (my fault not the Editors, just shows what he has to put up with, hope it did not confuse readers).



Lineup of the four Mayflowers at The Triumph Rally, Gaydon

FLOWER POWER

However, I did not know it was going to be read by other clubs, i.e. the Roadster Club, in particular Bob Fitsall. As a result Bob sent the following letter to Howard Proyr which makes very interesting reading:

Dear Howard,

Further to our conversation on thermostats and bypasses, I enclose a copy of the cooling system from the Vanguard workshop manual.

This depicts and describes the action of the Vanguard and Renown engines.

You will see from fig. 9 that when the coolant is cold and the thermostat closed,

the pump delivers the water to the block. The coolant then travels from the block to the head and then to the thermostat.

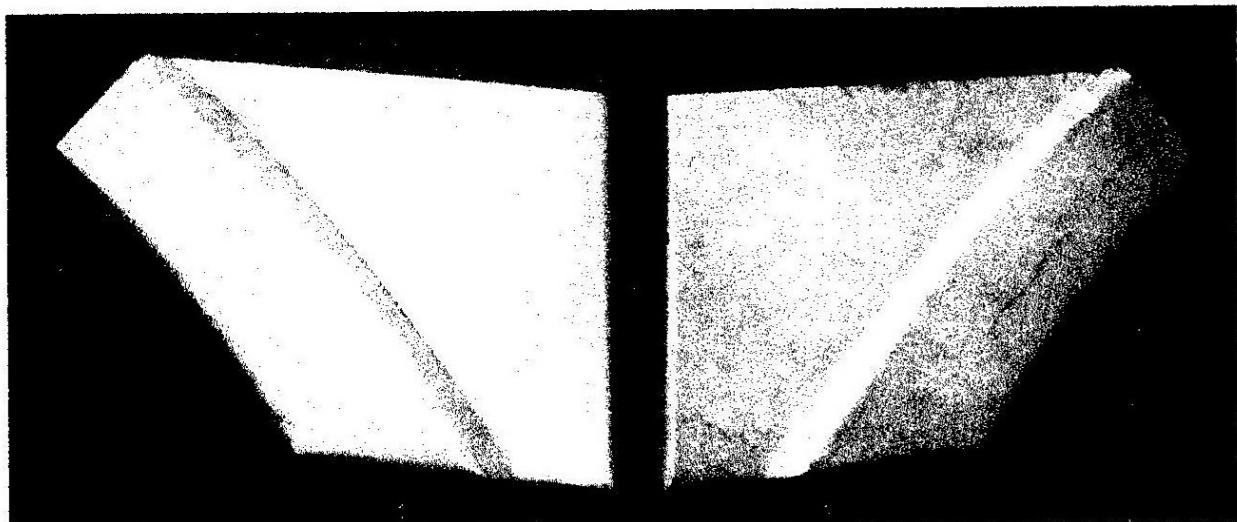
Since the valve at the top is closed, the coolant cannot pass to the radiator and must return to the pump through the bypass.

Fig. 10 shows the thermostat open, when the engine is hot. The water from the head is now able to travel to the radiator.

You will see that the bypass valve (the sleeve around the thermostat) is blocking the bypass connection ensuring maximum flow to the radiator.

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It appears that the TR thermostats operated in the same way but that these were now very scarce. Modern equivalents apparently do not have the bypass valve and the writer blames them for the overheating problems.

I gather the Mayflower system has a different flow pattern but I'm sure the principle is the same.

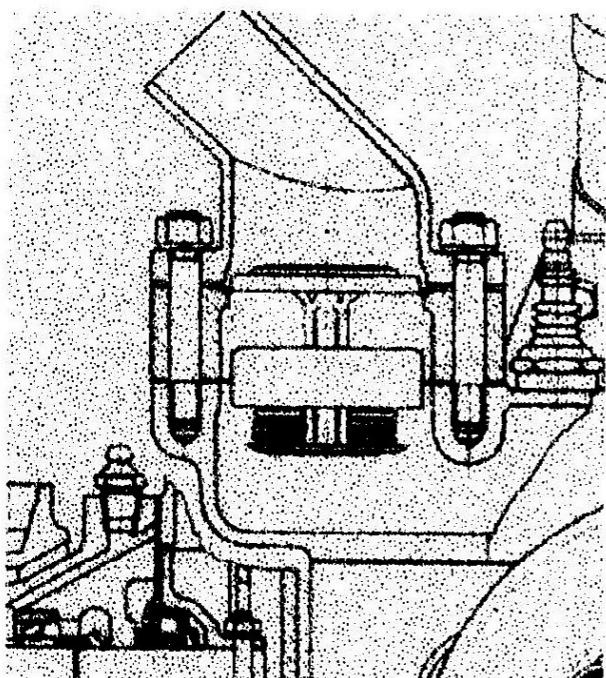
Regards Bob Fitsall
Triumph Roadster Club

Scanned

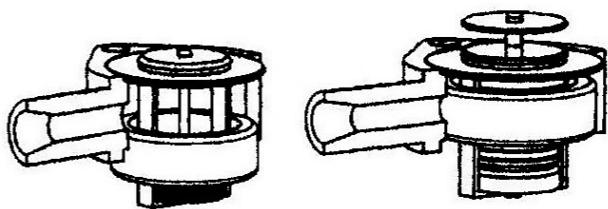
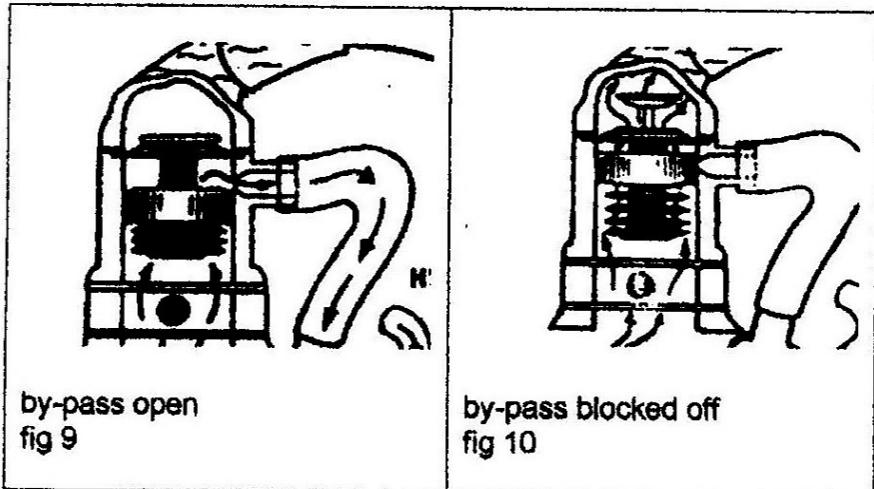
I have scanned and cut the drawings from the Standard Vanguard manual to show it clearly below:

I have accurately measured a new Mayflower housing and thermostat and redrawn them to scale assembled as shown:

Reading through the manual it quite clearly shows the valve type of



From page 8 of the Mayflower Service Instruction Manual



Thermostat closed

Thermostat open and shutting off by-pass

thermostat being used and also goes on to say . . . A limited amount of water continues to circulate through the bypass even after the thermostat valve is fully open . . .

Regards, Eddie Copson (926)
Birmingham

New member

Dear Sir,

Thank you for sending me the information on the Triumph Mayflower Club. Yes, I would like to be a member.

Although my car, WHK 107, may have been an old member back in the 80s or 90s, because when I bought the car back in September 1999 I was given a folder with several old back numbers.

I first owned a Mayflower, TPA 307, back in my courting days at the age of 20, in 1966. She gave good years of service even after we were married.

Unfortunately I could not afford to run it after having children, so it was sold for scrap at £5 to a dealer, who I found out (many years after) sold it to a now friend of mine (who has about 20 classics).

Owing to illness he had to get rid of it but he saved the log book which he returned to me. When checking my original log book for TPA 307 I found that WHK 107 was registered on the same day, May 8 1953, in Essex and both were originally grey (spooky). So it seems that I was meant to have WHK 107.

I do know of another Mayflower owned by a Mr Guthrie who offered it to me seven years ago for £4,500. It was in A1 condition then.

As I had just bought a new car that amount was too much. As far as I know he still has it, unfortunately deteriorating, so I may get it for a song! I will let you know if I do.

Yours sincerely, G. W. Hacker
Brentwood, Essex

Payment

Dear John (Oaker),

It is that time again to pay my subs! Hope it is still £20 for us folk in Oz. My Mayflowers are still coming along nicely, I've still got one to restore and the Ute should be on the road by Christmas.

Best wishes to everyone
John Phillips (185)
Melbourne, Australia

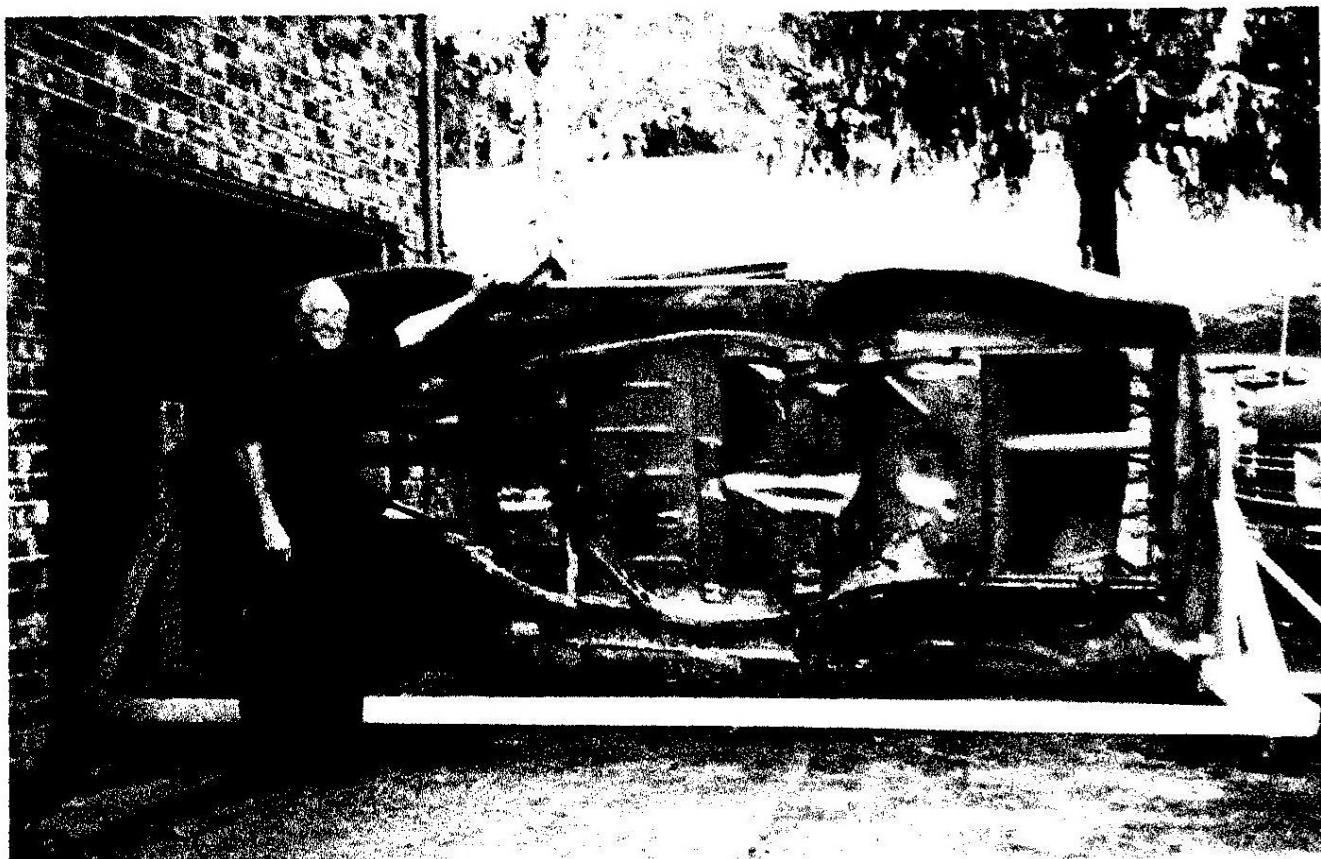
Another payment

Dear John,

Enclosed is a Cheque for the current Mayflower Club dues. If all goes well my car may be back on its wheels this year.

All mechanicals and electricals have been refurbished and are ready to go back in.

I do have some metalwork to finish and then do the painting and assembly.



Hard working Wally with his Mayflower shell

I'm still a healthy 72 but time is marching on, so I had better get Millie finished. You and Joan are always welcome to stay here in Nashville whenever you're in the States.

Best regards,
Wally Wolentarski (93)
Nashville, TN, USA

And another . . .

Dear John,

Sorry this cheque is so late. I did send it in but it was sent back. I am still working on my Mayflower and take it to shows etc. Hope to have it finished in a few more years.

Can you find me a radio for my car? I have tried to contact the club on the internet but no luck.

There is also a metal strip along the floor by the door, I believe it holds down the carpets, can you find any? Hope all is well with you, if you are ever out this way do call.

Best regards, Dan Brown (60)
Washington, USA
E-mail: dnameplate@aol.com

If anyone can help Dan regarding the radio or strips please contact the Editor.

Reluctant future Mayflower sale

Dear John,

Thanks very much for the thermostat that you brought with you to the rally, cheque enclosed. Thanks also to everyone involved in organising such a smashing annual rally which I found immensely enjoyable although it was a shame that only 16 Mayflowers managed to get there.

I'm afraid I must also take this opportunity to tell you that I will reluctantly have to sell my Mayflower soon because the time is fast approaching when I shall no longer be able to afford to maintain it and run it.

I would prefer to see it go to somebody who could continue giving it the love and attention it deserves. Since rescuing it from a barn on Exmoor 14 years ago, where it was doing sterling service as a chicken coop,

I have spent vast sums upon its restoration and maintenance, much, much more than it was ever worth but I can no longer carry on doing so.

Perhaps if you know of anybody who wants to buy a fully restored and operational Mayflower with only one or two little leaks and rusty bits, perhaps you would be so good as to get in touch with me.

Thanks again, Chris Naish (647)
Wantage, Oxon
Tel: 01235 769615
E-mail: chrisnaish46@hotmail.com

Regalia

Dear all,

Your committee has initiated a re-emphasis on our club regalia. To this end I have been given the responsibility for enhancing the club image by marketing club regalia.

In this issue of *Flower Power* there are various adverts listing items of regalia for sale, some are new, for example, magazine binders for *Flower Power*, which sold particularly well at the National Rally.

Please support the club by purchasing some item of regalia.

Regards, Fred Newman (886)
Tenterden, Kent
Tel: 01580 765951

Technical Tips . . .

Toolbox thoughts

by Paul Hamill, 959

HAVING RECENTLY acquired a 'Flower which came with a box of "spares" but alas no tool roll. I was faced with a 70-mile drive home, which was safely accomplished.

My thoughts nevertheless turned to what I should carry when going any real distance, i.e. more than walking distance.

I consulted the experts (classic car magazines and the bloke down the pub) and came up with the following. It is meant to be a list of "sensible items" but it would be advantageous to have some positive and practical comments from a fellowship with more experience.

There is no real substitute for experience, so share them with us. However the list is thus:

- 1) First aid kit and warning triangle, both required in Europe.
- 2) Breakdown cover by a reputable motoring organisation.
- 3) Jack (but maybe not the original) and wheelbrace and a serviceable spare wheel!
- 4) Tools, e.g. plug spanner, adjustable or suitable spanners, electrical/flat screwdrivers, rags, etc. For myself, a torch rates highly.
- 5) Insulating tape (also copes with minor hose leaks).
- 6) Some guides advise a can of petrol, small bottles of oil/coolant. Personally I would add a fire extinguisher if petrol is carried.
- 7) Tow rope?

8) Some guides also advise spares be carried. I list some examples: fan belt; light bulbs; coil; spark plugs; rotor arm; etc. Serviceable items from last service, or purchased for next, does seem sensible but I doubt I would be going that far even if stuck on a rainy night (wuss or wot?).

The list does not claim to be comprehensive. Any thoughts or suggestions welcome.

Alternative list

Looking at the above list I realised that what was missing is a tow hook and trailer, required to carry it all. My best suggestion is an "alternative list", perhaps with a suggestion of tongue-in-cheek, generally as:

- a) Deckchairs, folding of course but well upholstered, with sunshade and brolly.
- b) Picnic hamper amply stocked and including fine wines/beer to suit.
- c) Mobile phone to call for assistance — eventually!

Returning to sanity, the sills on my car (having been repaired in the past) do not allow the original jack to be used. My intention is to carry a pressurised tyre repair canister and some basic tools — which sounds like the start of a list . . .

Keep your eyes on the road and the road between your thumbs and safely go a 'Maying . . .

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Rally report

by Eddie Copson

DESPITE THE weather doing its best to cloud our day at the Cotswold Wildlife Country Park everyone seemed to have a most enjoyable time including the usual refreshment tent with drinks supplied by the ladies, together with raffles, prize draws, old advertisement quiz and a driving skills competition.

Howard's good lady having never driven his Mayflower before (who has) took to the wheel and put many of us in our places.

Well done to the committee, and Howard in particular for his organisational skills. A good and most enjoyable day, hope everyone got home okay.



Know what this is?

What's this spider looking part off the Mayflower? Answer in the next issue of Flower Power

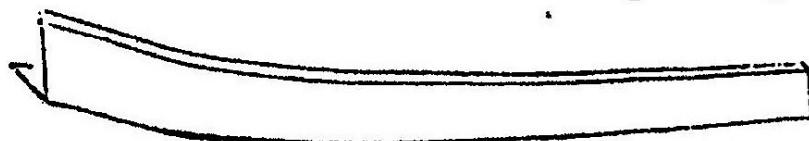
A more detailed report with results, etc and more pictures will appear in the next issue of Flower Power.



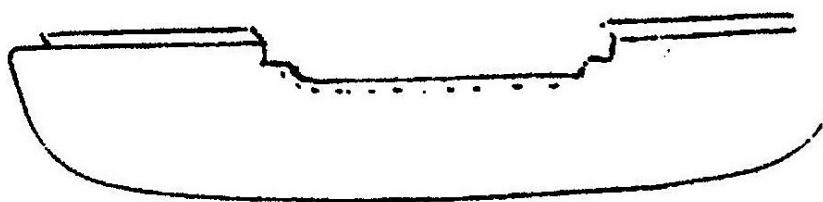
In charge of the driving competition is founder member Reg Varney, I can remember him doing the same job at the same place some 20 odd years ago! How time flies

Classic Car Sills

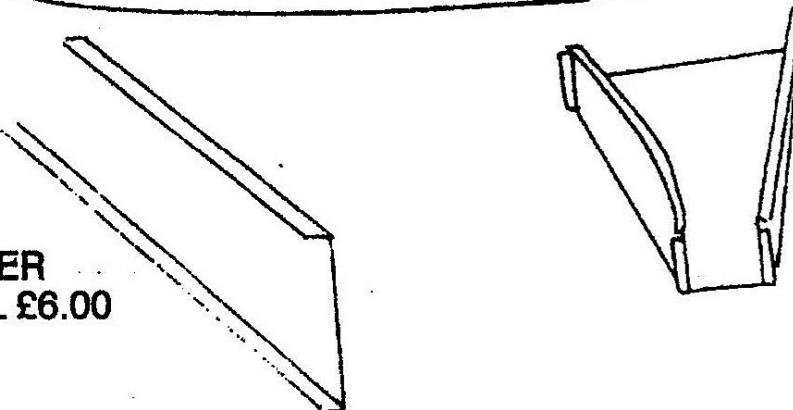
Parts for the Triumph Mayflower



SILL £20.00

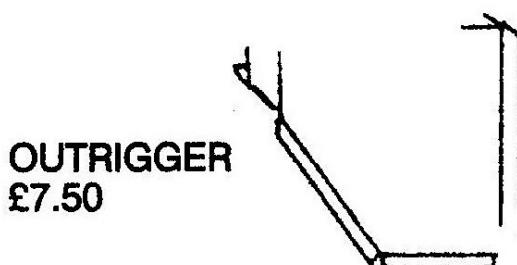


FRONT
APRON £45.00



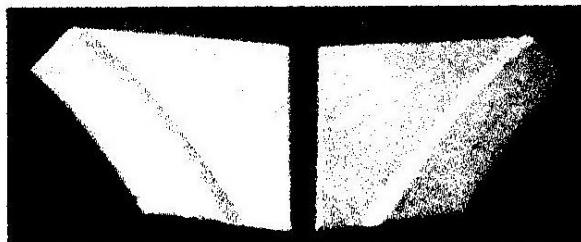
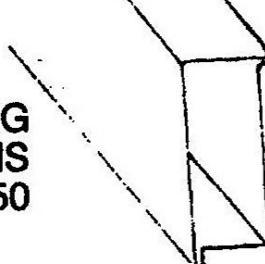
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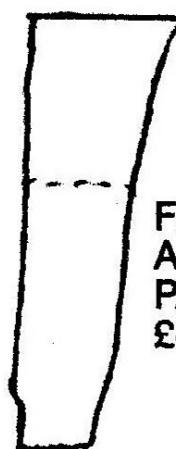


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*More pictures of our Rally in the
next issue of Flower Power*



AGM

**Alumwell School, Walsall
Sunday 28th March 2004**

Attendees: Malcolm Barnsley, Peter Benfield, Phil Benson, Fred Newman, John Oaker, Jim Poole, Howard Pryor, Maurice Wilkes.
Apologies: Forbes Alexander, Tony Booth, Eddie Copson, John Gogay, Terry Gordon, Clive Lungmass, Eric Partridge.

The Chairman opened the meeting and welcomed everyone present and expressed thanks to John Oaker for once again organising the date and the venue and allowing use of the school. The minutes of the previous year's AGM were taken as read and accepted by the meeting with one single point of note — the list of last year's attendees had failed to show that Malcolm Barnsley had attended.

Chairman's report

The past year proved to be probably the most successful since the formation of the club 30 years ago. We, as a club, owe a great deal to founder members Reg. Varney, Derek Goodyear, the late Terry Mills and Phil Hall, for their foresight and enthusiasm in the early years. We have inherited and built upon their efforts, giving pleasure to about a thousand members who have at some time been club members. Officers have obviously changed over the years but we have managed to maintain the image of a friendly family club and I hope this may long continue.

The highlight of the year must be our annual rally at Kimbolton, our second visit to this venue with such excellent facilities. The weekend began with our now annual evening dinner at the Wyboston Lakes hotel together with members from TROC and the Triumph Roadster clubs. On the Sunday our new 30 foot gazebo came into its own, forming an excellent background in which to present prizes, arrange memorabilia and also to produce refreshments. Our thanks must go to the ladies who give so much of their time producing food and drink, and of course manning the popular tombola stall.

A never-ending stream of Mayflowers slowly arrived producing an avenue

eventually of 21 cars — two arrived by trailer reflecting their owner's enthusiasm to be part of the rally. Jim Poole with the help of a friend brought his two cars, his later restoration of an early model produced an interesting "spot the difference" competition. Dave Stafford's comprehensively decorated car received so much admiration — while a glass of wine, celebration cake, ukelele accompaniment, all helped to create a real 1950s atmosphere which was appreciated by members and public alike. Our efforts were rewarded with several pieces in *Triumph World*, particular mention must be made of an article in the Feb/Mar edition of Malcolm Barnsley's *Mayflower* with its one family history. We are grateful to Tony Beadle, *Triumph World*'s editor, and his photographer Mike Key for an excellent story with superb photography.

For the third year running, we had a stand at Clotherholme farm, Ripon, with five Mayflowers on show. We are trying to turn this eventually into a full-blown Northern rally and can clearly do it given just a little more support. It is a most enjoyable day out and of course all proceeds — over £10,000 last year — goes to a very worthwhile cause.

The Triumph Gathering at the NEC Stoneleigh in early February 2004 was well supported by TMC members, two Mayflowers, those of Eddie Copson and Jim Poole combined with Doug Sewell's Roadster to make up an excellent stand. Their reward was second prize for best club display, a beautiful crafted steering wheel (which all present agreed should go to Jim Poole for his continued support of this event). Much feedback and information was exchanged between members and the general feeling was that this show had been rewarding and enjoyable.

The above are of course only some of the highlights of the year and we must not forget the thanks we owe to other members who have attended smaller shows in their area which may not have received any publicity but which nevertheless help to keep the Mayflower image alive to the general public. My personal thanks go as always to our committee stalwarts, without whose efforts our club would not continue to prosper. We have achieved great success over the years, it will be however just as hard a task to stay up

on the plane we now find ourselves. We desperately need new faces at our AGMs and planning meetings plus lots more magazine contributions. Your input is a small way in which you can help the club to prosper to all our benefit.

Membership Secretary's report

This is my 12th year reporting as Membership secretary. I was sorry to pass on apologies from Terry Gordon advising he was unable to attend today. However, I am very pleased to tell you that he has sent in a donation of £30 to cover today's expenses, so we shall break for refreshments — tea, coffee and cakes courtesy of Terry during the afternoon (loud cheers were heard).

During the 12 years, our numbers have gone up and down a few at a time but have averaged 149 over the last 10 years so it is very disappointing to see that the trend is on the way down at the moment, as there are currently only 135 club members with current subscriptions.

Of last year's 144 members 107 rejoined, 6 former members rejoined, we have 6 honorary members, and we gained 16 new members. This is 6 new members less than in the previous year. I would encourage all our members, if you come across anyone who has a Mayflower but is not in the Club, do encourage them to join or rejoin if they are a lapsed member.

The club records show how membership is made up: UK and Ireland 109; USA and Canada 12; Australasia 2; Europe 5; Japan 1; Honorary 6.

There is always much correspondence from all over the world and an increase in interest after a magazine article has been published featuring the car or the club. I've replied to more e-mails this year than ever before and our web-site continues to be the route by which many people become aware of our club for the first time. I am kept busy with letters and e-mails asking me if I can trace a car owned by the writer or his family ages ago and enquiring how to re-register a car brought out of nowhere after many years storage or how to reclaim their original registration if the DVLA have not sold it off etc, etc.

We have 18 members paying by standing order each year, and I would urge other members to consider this option. We will send out more forms with the Christmas magazine next year in good time prior to renewal time to enable members to sign up to standing orders if they want, or adjust their amount, as subscriptions will be going up next year (see Any Other Business).

Treasurer's report

This has been a very steady year for the club. Finances have been self-balancing throughout the past year, and we therefore continue to carry forward a healthy reserve in the main club account.

The club's strong bank balance begs the question, should we do something more pro-active with a proportion of the money to try to move the club forward, or do we accept that we are a club limited by the size and nature of our membership and simply carry on as before, holding a year or so's expenditure in hand for a rainy day.

I would welcome any feedback and suggestions from members, either today or later, as members not here today read this in the next magazine, surely overdue a facelift (or a "make-over" in today's fashionable easy-speak). Another area we can consider spending more on for the future would be the expansion of the web-site, to have it 'hosted' by third party and so allow multi-user updating. Any volunteers would be able to add pages or photos directly from their own computers if they had an internet connection.

Editor's Report

We have no permanent Editor at the moment. John Gogay will continue as Acting Editor with a little help from his friends, but advises that if anyone is interested in helping out or taking on the job please contact someone on the committee. In this modern world all you need is a PC and some word-processing software and a little bit of enthusiasm. It takes up two or three hours for two, three or four evenings work over a couple of weeks once a quarter — depending upon how fast you can type. Access to e-mail makes it easy and your location can be anywhere. Think about it . . . Can you see your name in print?

Spares Secretary's report

This year was not quite as busy as the last few years but has held up reasonably well in the current world economic climate. We have ended the year with a surplus of £659.31. Total sales of spare parts were £4031.82 plus £19.46 bank interest. Purchase of spares were £2197.90 with carriage, rent, packing materials, and loan repayments totalling £1194.07. We have a total of £3651.50 in the bank as at 29th February 2004.

I have ordered another batch of head gaskets which will be delivered in June 2004. We are running low on Exhaust and Inlet Valves and a batch of these will have to be ordered soon. Apart from the occasional impossible request for "I need a new front wing how much are they?" I estimate that we have been able to supply a good 95 per cent of members needs. The only minus point is the availability of the Spares Secretary — being that I am only here for a total of 8 months in the year. However, so far this hasn't caused too many problems, at least I haven't heard about them! So if the members are prepared to put up with this I am willing to continue.

Secondhand spares report

Once again a steady request for various parts has come in over the last 12 months. All items requested have been available with the exception of a nearside boot hinge. The search for this item for a member in Belgium has proved quite elusive up to now, but I'm sure that we will eventually find one. No particular pattern evolves from these requests, some items despatched have been: ignition switch; foot dipswitch; distributor; spring leafs; wheel nuts; etc.

It might be as well to state that over the last three years we have remanufactured clutch operating rods, idler arms and of late water pumps. The last two items are sold on an exchange basis only. I have been in touch with John Collier of Bedford (UK) who now has a pattern for front wheel arch splash panels and these can be cut to size by him on demand. Price is just £4.50 per panel, and you can even pick up some 'u' channel rubber from Woolies the trim suppliers.

A worrying feature is our inability to pick up the odd vehicle that is beyond restoration which would no doubt produce items such as

for example rear boot hinges. Other clubs, e.g. Austin Counties, do seem to be able to not only break up older vehicles but also have the ability to provide the labour for the breaking up process and storage facilities for same. Members do seem to like to duplicate important items and build up their own little hoards, as was shown at Kimbolton when Fred Newman set up a stall and virtually sold everything he brought. There must be an answer to this problem somewhere?

Apart from secondhand items in my possession, we also have those still with Jim Smethurst and I am also in contact with a member in the North East who is sending me a list of his surplus in the near future. The balance of the second hand spares account as at March, 2004 was £464.31.

Rally Secretary's report

The 2004 annual rally will be with the Roadster Club at Burford Wildlife and Country Park in Oxfordshire on Sunday 20th June starting at 10 am. This is a lovely venue we have used previously and there is plenty for all the family to see and do. We will be holding a pre-rally dinner at the Marlborough Hotel not far away and overnight accommodation can be had there or at nearby guest houses at competitive rates.

Election of Officers

Tony Booth has regrettfully decided to resign as Vice Chairman and as a member of the club. He feels that as he has not had a Mayflower for some time now and as he has many other interests, including his Armstrong Siddeley Whitley car, this is the right time to pass on the role to someone with more energy to promote the club in an active manner. The Chairman asked the meeting to confirm that a letter of thanks should be sent to Tony for his sterling efforts down the years and to advise him that he would continue to receive magazines, free of charge, during 2004 as a small token of our appreciation. He hoped Tony would be able to attend our 2004 national rally as it was local to him and we would all like to say farewell to him.

Malcolm Barnsley proposed Howard Pryor as the new Vice Chairman and this was seconded by Peter Benfield. As there were no other candidates Howard was elected unanimously.

Howard Pryor offered his resignation as rally secretary, stating he did not wish to take on two roles and wished to see others playing a part running the club. He nominated Eddie Copson as Rally Secretary, saying he had obtained his agreement to take on the role if he were nominated and elected. John Oaker seconded Howard's nomination and as there were no other candidates Eddie was elected unanimously. All other officers remain unchanged.

The meeting discussed the title "Ordinary Members" for the non-officer committee members and decided that it was just too old-fashioned. A motion was proposed by Howard Pryor to change the name to simply "Co-opted Members" as these are appointments made at the discretion of the club. This was seconded by Fred Newman and was passed unanimously.

Howard Pryor advised that John Gogay felt he had enough on his plate managing new spares sales, as well as those of Acting Editor and had been unable to make much progress recently identifying, sourcing and selling 'regalia' items such as club badges, sweat shirts tee-shirts, mugs etc. He wondered whether anyone would like to take this on. Fred Newman volunteered to do so and was appointed as 'Regalia Secretary'. The meeting suggested that this should become a new Officer position and this was proposed by Peter Benfield, seconded by John Oaker and once again passed unanimously.

As the club's constitution allows for Officers to appoint up to six Ordinary members (now renamed as our Co-opted members) it was decided to confirm that Forbes Alexander, Paul Norton, Steve Coulman, Malcolm Barnsley, Norman Ward and Maurice Wilkes are appointed as co-opted members with Malcolm and Norman and Eddie Copson continuing to cover the "Technical" aspects for the club.

Any Other Business

A long and very full discussion took place regarding the club's goals and vision for the future. In particular, discussing how we wanted to be seen as a club by the members and by the classic car movement and by the public at large. The main area it was felt we could improve, by spending more on it, was

the magazine. *Flower Power* has been in its present format and quality for a long time now and several options and costs for the future were considered. It was decided that the time was now right to update the publication to the quality of magazine being offered by other similar size clubs such as the Pre-1940 Triumph Club.

The meeting agreed to fund *Flower Power* being printed as a 16-page A5 'glossy' with all cover pages being printed in four-colour printing. It was felt that this would give members the opportunity to send in good photos and know the club was capable of doing them justice in the magazine. Moreover, by increasing the quality of the printing, the size of print able to be read could be reduced in some areas allowing larger articles to be included within a single edition. It also means that artwork from brochures, etc can be reproduced such that they are recognisable as being taken from their original source and are not a smudgy almost lookalike.

In order to fund the new magazine, which is expected to in the new format for edition 113, the edition that usually carries all our rally photographs, etc the renewal subscriptions will be raised for next year (from April 2005 onwards) from £20 to £25 for all existing members, UK and overseas. It was also decided that the current £40 package for new starters comprising £20 subscription, £10 spares loan, £10 joining fee was seen as too high and was discouraging new members from joining. It was decided to restructure the package down to £35 with immediate effect as follows, £25 subscription plus £10 joining fee. In future there will be no spares loan requested from members. All existing members, who paid in a £10 loan on joining, will continue to have the option to request the return of this amount if they decide to leave the club at any time. All UK members paying by standing order will need to send a new form to their bank before next March. The meeting decided that this revised form will be sent out to members with the Christmas magazine No. 114 for completion and sending on to members banks.

There being no further business, the Chairman thanked everyone for attending, wished them a safe journey home again and then closed the meeting at 4.25 pm.